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CITY OF TRACY GENERAL PLAN: PLAN POLICIES

VOLUME I

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and Modified and Amended by the

City of Tracy

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1.1 BACKGROUND

Only an occasional shepherd inhabited the Tracy area in 1869 when the Central Pacific Railroad built a line from Sacramento to San Francisco Bay via Altamont Pass. A railroad junction at the site of Tracy was created in 1878 when a second line branching north along a level route through Martinez was built. In 1887, a third line extending south from Tracy junction became the shortest route from the Bay Area to Los Angeles. The Southern Pacific established the "Town of Tracy" in 1892, naming it for Lathrop Tracy, the civil engineer who surveyed the first line in the area.

Tracy was incorporated in 1910 and has maintained a remarkably steady rate of growth. During World War II, Defense Depot Tracy, the area's largest employer, was established. The agricultural economy has been augmented by major agriculture-related industrial development during the last 30 years. In 1980, approximately 26,000 people lived in the city and its immediate environs (the sphere of influence included in the General Plan). Today, the number of workers who commute to jobs in the Tracy area exceeds the number of Tracy residents who work elsewhere.

Until the 1970's, highway traffic between the San Joaquin Valley and the Bay Area used Eleventh Street. Now Tracy is the center of a giant triangle formed by three interstate freeways. As travel times shortened, Tracy's comparatively low priced land and housing began to attract commuters who work in the Livermore Valley and elsewhere in the Bay Area. Housing starts averaged 300 per year during the last decade. Since 1976, the city's sewage treatment plant has failed to operate as designed and permits for new connections have been rationed, but this has not yet slowed growth.

Tracy's first General Plan was adopted in 1959. A 1970 General Plan projected growth at a much faster rate than has occurred. During the 1970's, Tracy adopted state-mandated General Plan elements covering Noise and Seismic Safety, which were prepared for all of San Joaquin County by the San Joaquin County Council of Governments. This third General Plan incorporates much of that work, but it is based on a reexamination of the forces that will affect Tracy during the next 20 years.

1.2 PUBLIC PARTICIPATION

In March 1981, the City Council appointed a broadly representative Citizens General Plan Task Force (see names in front of report). The Task Force was not expected to assemble technical information or proposed detailed programs, but was asked, "What should Tracy be like 20 years from now?" Six meetings were held, one each on Residential Development and Housing; Commercial Development; Industrial Development; Traffic, Parking, and Circulation; Community Facilities; and Urban Expansion and Growth. Recommendations were reviewed by the City Council. The Task Force reviewed planning options and alternative sketch plans at two meetings and the City Council and City Planning Commission held a joint meeting on the same subject. A draft of the plan text and map was reviewed at two Task Force and two Council-Commission meetings in

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December and January 1982. The goals and objectives of the Tracy General Plan Revision, presented in the General Plan Task Force Issues Report, June 1, 1981, are summarized as follows:

TRACY GENERAL PLAN REVISION
GOALS AND OBJECTIVES

- Maintain a balanced rate of growth among residential population, jobs, and ability to provide services.
- Preserve agricultural land.
- Limit residential and commercial development in rural areas.
- Encourage greater diversity in new residential development.
- Provide for a diverse mix of housing types, densities, and price ranges, ensuring low and moderate income housing opportunities.
- Stabilize and improve older neighborhoods.
- Provide additional parks, open space, and recreational facilities close to residential areas.
- Protect residential neighborhoods from major commercial and industrial development, but provide neighborhood commercial activities within walking distance of residential areas.
- Revitalize downtown.
- Specify areas for expansion of office-commercial development.
- Provide industrial sites for non-rail users.
- Separate industrial uses from residential development.
- Improve emergency access to South Tracy.
- Reduce truck traffic on city streets by locating truck routes on the perimeter.
- Diversify the street system and provide additional east-west routes.
- Improve parking standards to reflect the use of smaller cars, and provide more off-street parking.
- Encourage bicycle use and provide bike lanes.
- Maintain sight distances at all intersections and provide for adequate pedestrian flow.

1.3 REPORT ORGANIZATION

State Planning Law calls for a minimum of nine elements: Land Use, Circulation, Housing, Conservation, Open Space, Seismic Safety, Noise, Scenic Highways, and Safety. In addition, Tracy desires Recreation, Public Facilities, and Energy Elements.

A problem in organizing a General Plan report is covering these nine mandatory elements without confusion or duplication. If, for example, the Open Space and Land Use Elements are independent, a reader would not know where to find agricultural land policies. For simplicity, the 12 elements are herein grouped in three General Plan sections:

Land Use and Circulation Section

(Land Use, Circulation, Scenic Highways, Open Space, and Recreation and Public Facilities Elements)

Housing Section

(Housing Element)

Environmental Factors Section

(Conservation, including energy conservation, Noise, Safety, and Seismic Safety Elements)

The City of Tracy General Plan consists of the text and plan maps in Volume I, City of Tracy General Plan: Plan Policies. The reader who wants to determine consistency of a proposed project with the plan need consult only this volume. Volume II, City of Tracy General Plan: Technical Supplement and EIR, contains the background information on the issues that have resulted in the plan policies, as well as the EIR on the plan. The EIR must be certified as complete before the plan is adopted, but Volume II material is not suitable for adoption as policy, even though some of the information may become the basis for ordinances or programs to implement the General Plan. Volume I will be referred to throughout all of the documents as the "Plan Policies Report," and Volume II will be referred to as the "Technical Supplement."

Volume I, the Plan Policies Report, contains 35 policy areas relating to nine major topics: land use, open space, recreation and public facilities, circulation, scenic highways, housing, conservation, seismic safety and safety, and noise. Each of the nine major topics and the policy areas are preceded by references to other related plan policies, to relevant EIR sections, and to the sections of the Technical Supplement that contain the specific information on which the policies are based.

Volume II, the Technical Supplement, contains five major sections. The first, Population, Employment, and Housing Trends and Projections, includes basic data necessary for understanding many of the policies. The next three sections of the Technical Supplement are devoted to the three General Plan sections. Whenever appropriate, sections of the Technical Supplement are referenced to the policy areas of the Plan Policies Report that have been derived from the corresponding information. The last section of Volume II, the EIR on the General Plan, contains extensive references to the Plan Policies Report and the Technical Supplement, in order to not repeat and duplicate information found elsewhere in the two document.

Much of the data in the Technical Supplement will need to be amended as conditions change and new information becomes available. While the adopted plan in the Plan Policies Report can be amended as often as three times each year (Gov. Code, Sec. 65361) and should be revised at least every five years, the changes will be less frequent than the data changes in the Technical Supplement. Both volumes are intended to be bound loose-leaf so that revisions can be inserted.

1.4 NATURE OF THE GENERAL PLAN

Every Tracy resident has a personal vision of the future. The General Plan is the city's attempt, acting through the City Planning Commission and City Council, to portray in words and on maps the policies for improvement of the lives of its residents. Appendix A of the Technical Supplement summarizes the State of California's requirements for a General Plan, but these are only an instruction for organizing for the kinds of policies any thoughtful community would find necessary. If members of the City Planning Commission and City Council each have different views about future development, they cannot make consistent decisions on approving subdivisions or shopping centers, adding sewage treatment capacity, or locating new arterial streets. Thus the plan has three main purposes:

1. To enable the City Planning Commission and City Council to reach agreement on long-range development policies.
2. To provide a basis for judging whether private development proposals and public projects are in harmony with the policies.
3. To allow other public agencies and private developers to design projects that are consistent with city policies, or to seek a change in those policies through the General Plan amendment process.

The plan must be:

Long-range. However imperfect our vision of the future is, almost any development decision has effects lasting more than 20 years. For this reason, development decisions must be made in the context of a plan looking 20 years ahead.

Comprehensive. It must coordinate all major components of the community's physical development. For example, drainage proposals depend on land use, land use intensity must not exceed traffic capacity, and growth must not exceed sewage treatment capacity. The draft General Plan does not include drainage proposals or a sewage collection and treatment system, but subsequent studies for these facilities will be based on the land use and circulation proposals of the plan. These studies may require amendment of the plan to maintain it as a comprehensive, coordinated statement of physical development policy.

General. Because it is long-range and comprehensive, the plan must be general. Neither time nor knowledge exist to make it detailed or specific. Its purpose is to serve as a framework for detailed public and private development proposals.

1.5 DEVELOPMENT PROJECTIONS

(See the Technical Supplement, Section 1, for more comprehensive development projections.)

The plan is intentionally based on projections that are believed to be at the high end of a likely range. Both San Joaquin County and Tracy grew at 3 percent per year between 1975 and 1980, but Tracy's population grew faster than the county during the 1970 to 1980 decade (2.3 percent versus 1.8 percent). The high projection for the Tracy sphere of influence of 4 percent per year brings the year 2000 total to 43,700. During the 1980 to 2000 period, Tracy's population would increase from 5.8 to 8 percent of the San Joaquin County total, assuming county growth at 2.5 percent per year to 1990 and 2.0 percent from 1990 to 2000. Tracy would add 9,850 housing units, an average of nearly 500 each year compared with 300 per year during the 1970 to 1980 decade. If new development averages 5.5 units per gross acre as projected, 1,790 acres will be consumed. Nearly 20 percent of this additional housing already is under construction or has received sewer allocations, while another 37 percent is waiting in the queue for a sewer allocation.

If the number of local jobs is to equal the number of employed residents, 19,500 jobs will be needed -- an increase of 6,760. About 2,500 of these jobs are expected to be located in industrial areas, more than doubling industrial employment and occupying 500 acres at an average density of 5 employees per acre.

The Technical Supplement, Section 1, presents both high- and low-range projections by five-year intervals and lists the assumptions used.

2.0 LAND USE AND CIRCULATION SECTION

Most of the planning matters that consume Planning Commission and City Council attention are land use and circulation issues. Once standards are set for noise abatement, protection against geologic hazards, or provision of housing, those elements will need only infrequent attention. Regulation of land use, however, is one of the most difficult and often contentious functions of local government. State law requires a Land Use Element and the Zoning Ordinance must be consistent with it.

Why not just have a zoning map and forget about the plan as some communities have done? The plan should be a snapshot of the city 20 years hence -- as it is envisioned today. Changes are certain, and the plan will be amended as often as three times a year. But if Tracy were to rely on zoning alone, there would be no way to set policy for development that will be appropriate in the future, but is not feasible or desirable now. The zoning map says how each parcel of land can be used today -- but some of the plan's proposals may not be appropriate during the next 10 years or longer. The plan shows the general location of a new shopping center, but zoning should not be changed until the city is satisfied that a bona fide proposal has been presented and that the necessary services, including traffic capacity, are available. Plan proposals for schools and parks on land that is not in public ownership may have to be shifted if the owner is ready to develop before funds for purchase are available, but without a plan, the need for these facilities might not even be addressed during the project approval process.

The plan designates a land supply for each urban use sufficient for 20 years of development at the projected rate of growth. For residential and industrial use, the two uses that are expected to require expansion of the urban boundaries after 20 years, a dotted line indicates "Phase II Development" (see Policies 2-2 and 7-7).

General Plan Map

The General Plan Map shows the proposed arrangement of land uses at the time when the planning area's urban population reaches 44,000 -- expected to occur near the year 2000. It does not illustrate the policies for the timing of development, but it does show the boundary of second stage urban expansion. Development within the second stage urban expansion area is to be permitted when 75 percent of the parcels 20 acres or larger within the first stage area have been subdivided (see Policy 2-2). The second stage of industrial development is to be started when 50 percent of the adjoining industrial area is occupied (see Policy 7.7).

The boundaries between uses are intended to be exact at some locations, particularly where land is now developed. In unsubdivided areas, boundaries are approximate. The predominant land use is shown; churches, institutions, and other uses that may or may not be compatible with the predominant use are now shown when they occupy less than three acres. Existing neighborhood stores are shown.

The Land Use and Circulation Plan Map legend includes abbreviated descriptions of each category. The following descriptions define each land use category, but must be read in conjunction with the land use policies in Policy Areas 1-15.

Agriculture. Land for commercial orchards or row or field crops. Minimum 40 acre parcel size.

Very Low Density Residential. Existing and infill residential development allowing one unit per existing parcel or on a site 65,000 square feet or larger, in accord with San Joaquin County zoning. Extension of city sewer or water service is not contemplated, although these services could be provided with annexation, at cost, on request where urban development will adjoin.

Low-Medium Density Residential. (2.0-5.8 units per gross acre; 17,000 to 5,600 net square feet per unit) The intent of this classification is to encourage a mixture of dwelling types and tenure (sales and rental) at densities moderately higher than recent development on parcels that are 20 acres or larger. Such parcels constitute nearly all of Tracy's expansion area. Recent subdivisions of single-family homes have averaged 4.5 units per gross acre. If, instead, a mixture of 70 percent single-family homes on 6,000 square foot lots were combined with 30 percent apartments at 12 per gross acre, the overall density would be 5.5. Other combinations of dwelling types and parcel sizes to reach a density up to 5.8 units per acre are possible. The location of the higher density units will be determined at the time of the specific plan or planned unit development.

Medium Density Residential. (5.9-12.0 units per gross acre; 5,600 to 2,900 net square feet per unit.) This density is appropriate for duplexes, townhouses, and garden apartments, and is shown on the map mainly in the developed portions of the city where the density already is in this range. The same density can occur within the area yet to be developed as part of the 5.8 average density per gross acre. In older neighborhoods, a second housing unit could be added on many lots, but there would be little incentive to demolish existing homes because the allowable density increase would not make it profitable. Densities on each parcel are not to exceed the 2,900 net square feet per unit prior to the affordable housing bonus.

High-Medium Density Residential. (12.1 units per gross acre to 25 units per gross acre; 2,900 to 1,740 net square feet per unit.) This density is applied to existing development and infill sites, although it could occur within new areas to be developed as part of the 5.8 average density per gross acre. The high end of the range is similar to Tracy's highest density existing apartments on Grant Line Road.

Offices. Three types of office areas are designated. Local-serving offices, including insurance, real estate, accounting, legal, and design firms are expected to locate in and adjoining downtown and along Eleventh Street and Tracy Boulevard. The office area around Tracy Medical Center will be limited to medical offices. The Corral Hollow-Grant Line office area is reserved for region-serving offices and compatible research and development establishments on sites two acres or larger.

Retail Center Commercial. Patrons are encouraged to park once and visit several establishments. Auto body shops, building material sales, and similar uses are excluded and drive-in establishments are controlled to avoid interference with pedestrians.

Downtown. Tracy's central shopping and service area will emphasize offices, specialty stores, and restaurants. Coordinated public parking will be provided.

Shopping Center. Five- to ten-acre sites developed as a unit will serve a population of about 10,000 persons living within a one-mile radius. Each circle on the plan designates one existing or proposed shopping center, but the proposed shopping center could be on any one of several sites in the vicinity of the circle (see Policy 5-4).

Neighborhood Store(s). Grocery, launderette, or similar establishments serving customers living nearby, most of whom walk. Additional neighborhood stores serving new or presently unserved neighborhoods may be approved and shall be deemed consistent with the plan. The site of one or more neighborhood stores shall not exceed one acre.

Thoroughfare Commercial. This category is intended for freeway-oriented services, automotive sales and services, building material sales, fast foods, and motels, but may permit other retail and office uses. Typically, each establishment has its own parking and customers do not visit more than one without reparking.

Limited Industrial. This category is suitable for business parks with high design standards. It can serve as a transition between general industry and residential development because tenants occupy low buildings on relatively small sites, generating less heavy truck traffic than general industry and no rail traffic.

General Industrial. Tracy's major industries fall in this category. Rail service is available on all or most sites.

Schools/Public Facilities. Existing and proposed sites needed to serve projected planning area population are shown. A circle indicates the general location of a proposed school.

Parks and Open Space. Existing and proposed public parks and open space; existing private recreation and proposed greenways to be developed partially on public rights-of-way and partially on private property. The general location of neighborhood park sites not presently owned by the city is indicated by a circle.

Trafficways

Major Arterial Street. Four lanes or more with turning lanes, on-street parking is not to be provided; designed to carry more than 10,000 vehicles per day.

Minor Arterial Street. Four lanes; designed to carry 5,000 to 13,000 vehicles per day.

Collector Street. Two lanes; designed to carry 2,000 to 5,000 vehicles per day.

2.1 LAND USE ELEMENT POLICY AREAS

The Land Use Element includes policies for the location and intensity of development of all major land uses. Policies relating specifically to the Open Space and Recreation and Public Facilities Elements appear under those headings. (See the Technical Supplement, Sections 1, 2.1, 2.2, and 3, for background information.)

Policy Area 1: Residential Development - Balanced Growth

(See the Technical Supplement, Sections 1.2, 1.3, 1.5, 1.6, 2.1, and the EIR, Section 1.3.)

Guiding Policy: Maintain a balance between growth of the residential population and an increase in local jobs.

Implementing Policies:

- 1-1 Allow the rate of residential growth to be determined by the market, subject to the availability of public facilities and services and of Tracy jobs approximately equal to the number of employed residents (approximately 0.8 new jobs per household).
- 1-2 Use fees, assessment districts, or other financial mechanisms to ensure that new residential development is provided with adequate public facilities and services and does not result in lowering of service levels for the remainder of the community.
- 1-3 Evaluate growth at five-year intervals or more frequently on the initiative of the City Planning Commission or City Council. If it is found that a balance between employed residents and local jobs is not being attained, alternative actions to move toward balance shall be considered. These may include regulations or incentives to slow or accelerate residential or industrial development

Policy Area 2: Urban Expansion and Agricultural Land Preservation

(See the Technical Supplement, Sections 2.1 and 4.1.4, and the EIR.)

Guiding Policy: Preserve agricultural land to the extent that is feasible without restricting the amount of urban growth.

Implementing Policies:

- 2-1 Direct urban residential development, except for infill, to the south and west as shown on the General Plan Map. The purposes of the compact form and direction of growth designated are:
 - a. To minimize the perimeter between agricultural and urban use, thus minimizing conflicts between the two uses and avoiding premature disinvestment in agriculture.

- b. To allow the most economical provision of public services to new development and to conserve energy by minimizing street and sewer miles and the distances residents must travel to schools, shopping, and employment.
 - c. To direct urban expansion away from the highest quality and most versatile agricultural lands in the planning area.
- 2-2 When subdivision maps have been recorded on 75 percent of parcels 20 acres or larger designated for urban residential development, the General Plan shall be amended to provide additional growth area (Phase II) as indicated on the General Plan Map.
- 2-3 Where existing Williamson Act contracts would delay development of land shown on the General Plan for urban use that could be developed and served more economically than alternative sites as determined by the city, the city shall encourage the county to remove the lands from the agricultural preserve by issuing a notice of non-renewal on the contract.

Policy Area 3: Residential Density

(See the Technical Supplement, Section 2.1, and the EIR, Section 1.3)

Guiding Policy. Encourage a moderate overall increase in urban residential density, but provide for a variety of dwelling types and densities.

Implementing Policies:

- 3-1 Density ranges shall be as shown on the General Plan Map. Development on parcels of 20 acres or larger designated low-medium density shall be encouraged to approach 5.5 units per gross acre (measured to centerline of bounding streets or right-of-way line of canals or railroads), but shall not exceed 5.8 units per gross acre.
- 3-2 Utilize the specific plan process when feasible to best provide for the mix of dwelling types and densities.
- 3-3 Request San Joaquin County to prohibit rural residential development in close proximity to urban development. Under certain conditions it may be appropriate to provide for suburban residential development adjacent to urban development, with a density of 1 to 2 dwellings per gross acre and urban services required.

Policy Area 4: Older Residential Neighborhoods

(See Technical Supplement, Sections 3.2.4 and 3.5.4, and the EIR, Section 1.3.)

Guiding Policy: Encourage conservation and improvement of older residential neighborhoods.

Implementing Policies:

- 4-1 Seek means of providing community sewer and water systems to the Larch-Clover neighborhood in order that new development of standard quality and rehabilitation of existing housing may occur. Consider use of redevelopment powers to enable Larch-Clover residents and property owners to make better use of their land by creating additional building sites reached by new streets.
- 4-2 Revise residential zoning in Tracy's older neighborhoods to avoid incentives to demolition of existing homes and construction of bulky apartments that would be incompatible with existing homes.
- 4-3 Establish regulations that allow owners of lots that are much larger than other lots in the immediate vicinity to build additional units in scale with the neighborhood.

Policy Area 5: Commercial Development

(See the Technical Supplement, Section 2.2, and the EIR.)

Guiding Policy: Encourage downtown development while also providing for necessary, convenient shopping centers.

Implementing Policies:

- 5-1 Continue the city's policy of promoting revitalization of downtown through programs such as the rehabilitation loan program and through cooperation with the business community and property owners in their efforts to form a parking assessment district. Encourage infill and reuse rather than expansion of downtown into adjoining residential neighborhoods. Encourage development on the bow-tie property at Sixth and Central because this is the only site in single ownership adjoining downtown that is large enough to attract a major retail or office project.
- 5-2 Do not require department stores or any other store type to locate downtown.
- 5-3 Tracy will have six shopping centers in addition to downtown in the year 2000. These shopping centers should be oriented mainly to the needs of the community.
- 5-4 Enact rezoning for a shopping center only after commitments by anchor tenant(s) and approval of a schematic design by the city. A shopping center need not be the exact location of the designation on the plan, but may be at any one location in the same service area where good traffic access is available and it can be buffered from residential areas.

- 5-5 Limit commercial development on Tracy Boulevard north of Eleventh Street and south of Grant Line Road to land currently designated for that use in order to preserve the traffic-carrying capacity of Tracy Boulevard.
- 5-6 Establish design standards to improve the appearance of new commercial development and transitions between commercial and residential areas.

Policy Area 6: Office Development

(See the Technical Supplement, Section 2.2, and the EIR, Section 1.3.)

Guiding Policy: Provide separate locations for local, region-serving, and medical office development.

Implementing Policies:

- 6-1 Locate local-serving business and professional offices downtown and along Eleventh Street.
- 6-2 Locate large, region-serving offices, data processing centers, or research and development firms near I-205 where both the firms and Tracy can benefit from the views of handsome buildings and grounds as seen from the freeway and commuter traffic will not use city streets. Require a minimum site area of two acres and a minimum building area large enough to exclude small, local-serving offices, which the plan intends to locate in or near downtown.
- 6-3 Allow an expanded area for medical office uses in the vicinity of the Tracy Community Memorial Hospital east of Tracy Boulevard and allow office use on the east side of Tracy Boulevard northerly to ballfields as shown on the General Plan Map. Establish design standards to ensure compatibility with adjoining residential areas.

Policy Area 7: Industrial Development

(See the Technical Supplement, Section 2.3, and the EIR, Section 1.3.)

Guiding Policy: Provide an adequate supply of industrial land appropriately buffered from residential uses.

Implementing Policies:

- 7-1 Continue and extend the existing pattern of dispersed manufacturing employment locations that minimizes vehicular congestion.
- 7-2 Provide for expansion of rail-served industrial areas being developed by both the Southern Pacific and the Western Pacific Railroads.
- 7-3 Ensure continuing availability of sites for industries that do not use rail service by monitoring supply, by agreement with industrial landowners, or by amending the General Plan if necessary.

- 7-4 Use non-rail-served industry as a buffer between extensions of the rail-served industrial area and residential development.
- 7-5 Locate visually obnoxious uses in the gravel pits south of Linne Road.
- 7-6 Do not extend industrial development closer to Carbona than shown on the plan map or allow additional rural residential development between the Western Pacific industrial property and MacArthur Drive. This policy is intended to preserve orchard land and maintain the existing separation between industry and downwind residential development.
- 7-7 Extend the designated industrial areas into Phase II when 50 percent of the adjoining industrial areas are occupied.
- 7-8 Establish landscaping and buffering standards for industrial development.

2.2 OPEN SPACE ELEMENT POLICY AREAS

Policy Area 8: Open Space

(See the Technical Supplement, Section 2.4, and the EIR, Section 1.3.)

Guiding Policy: Preserve and manage open space for agricultural production, recreation, and the public health and safety.

Implementing Policies:

- 8-1 Maintain the maximum amount of existing agricultural land in production by encouraging a moderate increase in overall residential density and by requiring compact development. (See Policies 2-1 and 2-3.)
- 8-2 Acquire, develop, and maintain open space for outdoor recreation in accord with the recreation policies.
- 8-3 Combine open space for public health and safety, and storm water retention with open space for outdoor recreation where feasible and where the limitations on recreational use will occur only during short periods after storms.
- 8-4 Encourage developers to incorporate privately maintained greenways and ornamental open space in new subdivisions.
- 8-5 Greenways, consisting of landscaped strips, shall be dedicated and improved as a condition of development approval. In addition to providing open space and pedestrian and bicycle circulation, these greenways may provide a buffer and transition between residential and other uses and along arterials where they may also be useful in noise attenuation. The width will be variable and will depend upon the nature of the development and the need for buffering; landscaping, topography, design, and other features will also be considered.

2.3 RECREATION PARKS AND PUBLIC FACILITIES ELEMENT POLICY AREAS

Policy Area 9: Recreation and Parks

(See the Technical Supplement, Section 2.4, and the EIR, Section 1.3.)

Guiding Policy: Expand Tracy's park system to meet the needs of present and future residents.

Implementing Policies:

- 9-1 Acquire and develop a community park site approaching 40 acres on the South Side to include baseball, softball, tennis, swimming, play area apparatus, paved multi-purpose courts, picnic areas, and a quiet area. The site shown on the plan map is the most central and acceptable, but other nearby sites also would be acceptable. It may also be feasible to include some storm drainage retention facilities on this site.
- 9-2 Acquire and develop neighborhood parks of 5 to 8 acres adjoining elementary and middle schools.
- 9-3 Encourage developers to provide private recreation facilities for their buyers or tenants, but do not accept these facilities as a substitute for payment of park capital development fees. Otherwise, there can be no assurance that a public park system will be completed.
- 9-4 When feasible, provide street frontage adjoining parks on two or more sides to make them safer and to maximize their contribution to the visual quality of Tracy.
- 9-5 Appropriate park and recreational use shall be made of storm retention facilities when feasible.

Policy Area 10: Schools, Libraries and Cultural Facilities

(See the Technical Supplement, Section 2.5.)

Guiding Policy: Cooperate with the school districts in expanding the school system.

Implementing Policies:

- 10-1 Maintain close liaison with the Tracy School District, the Jefferson School District, and the Tracy Joint Union High School District to ensure provision of additional classrooms and additional sites central to their service areas.
- 10-2 When feasible, locate new schools on collector streets with street frontage on at least one side.
- 10-3 Encourage high standards of site development (including off-street parking, landscaping and playgrounds).

10-4 Provision for school facilities shall be made concurrently with residential development approval and included in specific plans for residential development when appropriate.

10-5 Assist in expanding library and cultural facilities as needed.

Policy Area 11: Utilities and Drainage

(See the Technical Supplement, Section 2.6.)

Guiding Policy: Coordinate utilities and drainage with the land use element.

Implementing Policies:

11-1 Utilities and drainage systems shall be designed to serve the General Plan land use pattern, but General Plan amendments shall be considered if studies currently underway indicate that significant gains in efficiency could be achieved by altering the land use pattern.

11-2 Coordinate future construction of a trunk sewer in Corral Hollow Road with a program to provide sewers to the Larch-Clover neighborhood.

2.4 CIRCULATION ELEMENT POLICY AREAS

The plan assumes that the automobile will continue as the dominant mode of transportation during the planning period, but it is designed to encourage more bicycle and pedestrian travel -- mainly by relocating truck routes outside the center of the city. Improved bus transit is desirable, but will be dependent on both gasoline prices and state and federal funding. (See the Technical Supplement, Sections 2.7, 2.8, 4.1.6, 4.3.7, and the EIR, Section 5.0, for all Circulation Element Policy Areas.)

Policy Area 12: Trafficways

Guiding Policy: Develop an efficient trafficways system.

Implementing Policies:

12-1 Develop arterial and collector streets to meet the following standards:

	<u>Major Arterial</u>	<u>Minor Arterial</u>	<u>Collector</u>
Moving Lanes	Minimum of 4, plus left turn lane, with no on-street parking as streets are developed.	4	2
Volume (ADP)	10,000 plus	5,000-12,000	2,000-5,000
Speed (mph)	45	35	25
Traffic Control	Signals	Signals	Other

12-2 Street Classifications:

<u>Major Arterial Streets:</u>	Grant Line Road	All
	Eleventh Street	All
	Corral Hollow Road	All
	Tracy Boulevard	All
	MacArthur Drive	Schulte Road to 205 Freeway
	Linne Road	All

<u>Minor Arterial Streets:</u>	Larch Road	Corral Hollow to Holly Dr.
	Lowell Avenue	Corral Hollow to Tracy Blvd.
	Byron Road	N/W of Corral Hollow
	Schulte Road	West of Corral Hollow to Chrisman Road
	Valpico Road	Corral Hollow to Tracy Blvd.
	Lincoln Boulevard	South of Grant Line Road
	Holly Drive	11th Street to Larch Road
	Central Avenue	11th Street to Tracy Blvd.
	East Street	Grant Line Road to 6th Street

Collector Streets: It is recommended that the streets so shown on the General Plan Map be included in this street category; however, there may be minor adjustments and additional collector streets required due to neighborhood street design and/or projected traffic volumes.

- 12-3 Provide systems of collector streets in new residential areas that lead directly to arterial streets and offer convenient access to schools, parks, and downtown.
- 12-4 Use curvilinear streets where feasible within the existing road grid.
- 12-5 Develop Corral Hollow Road as a major arterial and truck route with appropriate sound attenuation adjoining residential areas.
- 12-6 Extend MacArthur Drive as a major arterial street from Grant Line Road under the Eleventh Street overpass to join the existing MacArthur Drive alignment north of the railroad tracks.
- 12-7 Limit large trucks to the system of truck routes shown on Figure 1 -- except for pickup and delivery -- removing through truck traffic from Eleventh Street, Tracy Boulevard, and Grant Line Road.

Policy Area 13: Airport

Guiding Policy: Develop the full potential of Tracy Airport.

Implementing Policies:

- 13-1 Protect the Tracy Airport against encroachment by incompatible uses within its noise impact area as designated on the plan.

- 13-2 Provide clear zone, safety zone and height protection as necessary and appropriate.
- 13-3 Encourage compatible industrial development adjoining the airport and aviation-related industrial uses on airport land.
- 13-4 Consider annexation of the airport in order to provide public services to the airport and its industrial area.

Policy Area 14: Transit

Guiding Policy: Provide and encourage transit service where it can be efficient.

Implementing Policies:

- 14-1 Maintain demand-responsive transit or subsidized taxi service for senior citizens and disabled persons as feasible.
- 14-2 Encourage van pooling and car pooling for commuters into and out of Tracy and for Tracy workers at areas of high employment concentration such as Defense Depot Tracy and the Western Pacific Industrial Park.

Policy Area 15: Bicycles and Pedestrians

The plan's bike proposals call for bicycle traffic to use the same routes as automobiles. Arterial streets near the center of the city provide the most direct routes and may be acceptable for bikes once heavy trucks are rerouted. Children and recreational riders need separated bikeways along major arterials. These can be provided in greenways where arterial frontage has not yet been developed, and can also be used by joggers, pedestrians, and roller skaters.

Guiding Policy: Provide a safe and attractive environment to encourage bicycling and walking.

Implementing Policies:

- 15-1 Provide bike paths in greenways bordering arterial streets as shown on the plan.
- 15-2 Provide direct pedestrian routes to schools, parks, and shopping areas, preferably by design of the system of local streets, but also by separate walkways where walking distances can be shortened.

2.5 SCENIC HIGHWAYS ELEMENT POLICY AREAS

Tracy does not have any potential scenic highways as envisioned by this state-mandated element of the General Plan. However, many streets and rural roads within the planning area are attractive and need protection of existing

scenic qualities, while others need upgrading. (See the Technical Supplement, Section 2.7.)

Policy Area 16: Scenic Highways

Guiding Policy: Conserve and enhance the appearance of Tracy's major traffic ways.

Implementing Policies:

- 16-1 Upgrade the view of Tracy from the I-205 freeway, employing landscaping and noise barriers as feasible within the right-of-way and design review of development within 800 feet of the freeway to ensure appropriate and aesthetic landscaping, building design, and noise attenuation measures.
- 16-2 Retain the landscaped highway character of Eleventh Street west of Byron Road.
- 16-3 The southerly portion of Tracy Boulevard should utilize greenways and other specialized landscaped and design treatments to separate the industrial and residential land uses and provide an attractive entryway.
- 16-4 Prepare plans for streets that will have extensive improvements on adjoining private property or within the right-of-way. The plans should establish curb and sidewalk location, curb parking policies, landscape standards, setbacks, and driveway location standards.

3.0 HOUSING SECTION

The State of California requires each local government to conduct a specific analysis of its housing needs and prepare a realistic housing program designed to meet those needs. Each community must:

1. Analyze current and projected housing needs of all economic segments of the community;
2. Evaluate current and potential constraints to meeting identified housing needs;
3. Assess the availability of land suitable for residential use and opportunities for energy conservation in residential development; and
4. Establish policies, implementation actions, and quantified objectives (number of units by type and price) designed to meet identified needs, in the form of a five-year housing program.

State law recognizes that housing needs may far exceed available local resources, requiring only that the City "establish the maximum number of housing units that can be constructed, rehabilitated and conserved" over the five year program period.

The Housing Element has been prepared during a period when high costs, high interest rates, and economic recession have brought the housing industry nearly to a standstill. Federal and state programs are being reduced or eliminated. Housing needs, estimates and objectives must be revised when economic conditions and federal and state policies change.

Energy conservation aspects of the Housing Element are addressed in the Conservation Element, Policy Area 27 and in the Technical Supplement, Sections 3.4 and 4.1.6.

Policy Area 17: Housing Preservation and Neighborhood Improvement

(See the Technical Supplement, Sections 1.7, 3.2.3, 3.2.4, and 3.5.4.)

Guiding Policy: Encourage owners of housing units to maintain their property without reliance on rehabilitation assistance.

Implementing Policies:

- 17-1 Continue to enforce the Uniform Building and Housing Code and other relevant codes and standards.
- 17-2 Consider improvement of substandard rental units by initiating action to deprive owners of related tax deductions under Section 17299 of the Revenue and Taxation Code.

Guiding Policy: Identify substandard housing units and take action to ensure rehabilitation or removal from the housing stock.

Implementing Policies:

- 17-3 Continue the current commitment to assist rehabilitation of substandard housing units that are suitable for rehabilitation (Community Development Block Grant).
- 17-4 Continue requiring demolition of substandard housing units that are not suitable for rehabilitation.
- 17-5 Continue to provide information and assistance to owners and residents of substandard housing units regarding the availability of rehabilitation assistance and application procedures.
- 17-6 Retain the current policy that makes expansion of housing units to relieve overcrowding eligible for funding under city-administered rehabilitation loan programs.

Guiding Policy: Initiate upgrading in neighborhoods affected by substandard housing, inadequate public services or facilities, or adverse environmental conditions.

Implementing Policies:

- 17-7 Continue programs to upgrade streets, sidewalks and other public facilities in impacted neighborhoods (Community Development Block Grant).
- 17-8 Continue citywide home safety inspections in impacted neighborhoods. The purpose of this program is to inspect housing units on request and encourage rehabilitation where appropriate.
- 17-9 Study the potential for annexation of the Larch-Clover area. Should annexation prove infeasible for the city or unacceptable to neighborhood residents, actively encourage San Joaquin County to meet the pressing needs of the Larch-Clover area.

Guiding Policy: Protect neighborhood character and/or environmental quality of existing sound neighborhoods.

Implementing Policies:

- 17-10 Encourage elimination of non-conforming commercial and industrial uses that have an adverse effect on neighborhood character and/or environmental quality.
- 17-11 Use the development review process to ensure that housing for low to moderate income families is dispersed as evenly as possible throughout the community.

Housing Preservation and Neighborhood Improvement: 1982-1986 Quantified Objectives

The Technical Supplement, Sections 3.2.3 and 3.2.4 provide background data on the quantified objectives. The following are intended to represent realistically attainable objectives.

- (A) Rehabilitate 75 substandard housing units at an average annual rate of 15 units.
- (B) Provide needed street and utility improvements in the Downtown Tracy neighborhood revitalization area.
- (C) Conduct rehabilitation inspections in impacted neighborhoods at an average annual rate of 30 units per year.

Policy Area 18: Provision of Housing Sites

(See the Land Use Element, Policy Area 1, and the Technical Supplement, Sections 2.1, 3.3.3, and 3.5.4.)

Guiding Policy: Encourage construction of new housing units on vacant or underdeveloped parcels in areas zoned for residential use.

Implementing Policies:

- 18-1 Identify and record the location of vacant parcels zoned for residential use and make this information available to potential developers.
- 18-2 Consider amending the Zoning Ordinance to permit a second housing unit (i.e., "granny" unit) on a parcel zoned for single-family housing. Added floor areas shall not result in substantially more intensive development than on nearby single-family parcels, and off-street parking shall be provided.

Guiding Policy: Do not approve new residential development that cannot be supplied with an adequate level of essential public services.

Implementing Policies:

- 18-3 Use the annual budgeting process to address essential service needs associated with projected residential growth.
- 18-4 Use development fees, assessment districts, and other financing mechanisms to ensure that new residential development is provided with adequate public services and does not cause reduced levels of service in the remainder of the community.
- 18-5 Use of specific plans and development ^{agreements} to ensure that the necessary services are provided.

Provision of Housing Sites: 1982-1986 Quantified Objective

Plan facilities and services to enable developers to meet market housing demand to the extent this is consistent with the balanced growth policy, Policy 1-1. Projected five-year demand is 2,310 units, an average of 462 per year.

Policy Area 19: Provision of Housing Choice

(See the Land Use Element, Policy Area 3, and the Technical Supplement, Sections 1.7, 3.3.1, 3.3.2, 3.3.3, and 3.5.4.)

Guiding Policy: Provide a broad range of housing choice in terms of cost, location, density, tenure, design, and construction techniques.

Implementing Policies:

- 19-1 Encourage diversity in the design of residential neighborhoods through preparation of specific plans or planned unit development processing.
- 19-2 Encourage diversity of housing densities and structure types in residential development. Monitor densities and structure types occurring in new residential developments to determine whether residential development is meeting Policy 3-1.
- 19-3 Encourage diversity of housing choice by maintaining a rental housing stock sufficient to meet the current and future needs of the community. Should the rental housing share of the total housing stock fall significantly below its April 1, 1980 level, either through lack of new rental construction or condominium conversion activity, take corrective action. Alternative actions may include, but are not limited to:
 - a. Limiting condominium conversions;
 - b. Encouraging rental housing units in the community; and

Provision of Housing Choice: 1982-1986 Quantified Objective

Encourage construction of sufficient rental housing to maintain 1980 rental share of total housing stock (1980 share unavailable pending publication of detailed 1980 census data).

Policy Area 20: Affordable Housing

(See the Technical Supplement, Sections 1.7, 3.2.1, 3.3.1, 3.5.3, and 3.5.4.)

Guiding Policy: Support and, to the extent feasible, participate in county, state, and federal programs designed to maintain and expand the supply of affordable housing.

Implementing Policies:

- 20-1 Encourage continued support of Section 8 (Existing Housing), Section 221(d)(4), Section 202, Section 236, and public housing programs.
- 20-2 Continue to encourage provision of affordable, privately sponsored rental housing through the HUD Section 8 (New Construction) Program (per 1980-83 Community Development Block Grant Application).
- 20-3 Encourage local lending institutions to make innovative financing techniques, such as graduated payment and shared appreciation mortgages, available to local residents. In addition, encourage these institutions to participate fully in federal mortgage insurance programs, including Sections 207; 221(d)(2), (3), and (4), 234(c) and (d); and 245 and 245(b).
- 20-4 Support continued funding of federal and state programs that address the affordable housing needs of low and moderate income households.
- 20-5 Provide information to residents and potential developers concerning availability of county, state, or federal programs designed to provide affordable housing.
- 20-6 Maintain contact with the California Department of Housing and Community Development in order to promote feasible use of home ownership and rental construction programs when new funding for these programs becomes available.
- 20-7 Provide assistance to residents and potential developers in contacting appropriate county, state, or federal agencies and in submitting applications for affordable housing.
- 20-8 Include consideration of the needs of affordable housing in specific plans and large scale residential development.

Guiding Policy: Encourage construction by the private market of housing units affordable by "very low," "low," and "moderate" income households.

Implementing Policies:

- 20-9 Grant a bonus in the maximum dwelling unit density permitted by the Tracy Municipal Code for providing affordable housing units in new residential developments.
- 20-10 Permit manufactured housing in appropriate residential areas (per Section 65852.3 of the California Government Code), provided that the manufactured units are designed so as to have no substantial adverse impact on the residential character of new or existing neighborhoods.

- 20-11 Encourage more efficient use of existing housing units through a shared housing program aimed at elderly and single-parent households. The goal of such a program is to match small households in need of housing with small households occupying large single-family dwellings.
- 20-12 Prepare an annual assessment of progress toward meeting affordability needs through new construction by requiring developers to supply price and rent data. If progress is not being made, consider increasing regulation or incentives.

Affordable Housing: 1982-1986 Quantified Objectives

The following objectives cannot reasonably be quantified until federal and state assistance programs and mortgage costs become more stable and predictable.

- (A) Encourage developers to construct the maximum feasible number of rental units affordable to "very low" and "other lower" income households over the five-year program period if federal or state programs become available.
- (B) Encourage developers to construct the maximum feasible number of housing units affordable to "other lower" and "moderate income" families.
- (C) Encourage efficient use of single-family homes and lots through sharing of existing units or construction of second units on large lots.

Policy Area 21: Special Housing Needs

(See the Technical Supplement, Sections 1.4, 1.6, 3.2.2 and 3.5.4.)

Guiding Policy: Ensure housing opportunities for all persons regardless of race, religion, sex, age, marital status, ancestry, national origin, color, or disability status.

Implementing Policies:

- 21-1 Continue to comply with all anti-discrimination assurances given in connection with federal funds received by the city.
- 21-2 Encourage banks and insurance companies with whom the city conducts business to adopt affirmative action lending and insurance programs.
- 21-3 Support legislation that extends anti-redlining regulations to state-chartered banks.

Guiding Policy: Encourage construction of housing units suitable for "special needs" households.

Implementing Policies:

- 21-4 Provide for an appropriate proportion of new ground-floor, multiple-family housing units to be usable by handicapped or elderly persons.

- 21-5 Encourage private sponsorship of housing under the following federal programs:
- a. Section 202, which provides direct loans for the financing of rental housing for the elderly and handicapped.
 - b. Section 231, which provides mortgage insurance for construction or rehabilitation of multi-unit rental housing for elderly and handicapped persons.
- 21-6 Assist city residents and potential developers by:
- a. Providing information concerning the availability of state or federal programs offering housing assistance to "special needs" households.
 - b. Providing assistance in contacting appropriate agencies and in submitting applications for appropriate projects.
- 21-7 Provide for a reduction in the number of parking spaces required for housing reserved exclusively for occupancy by elderly persons.
- 21-8 Ensure that structural modifications necessary to provide housing accessible to the elderly and handicapped is eligible for funding under city-administered rehabilitation loan programs.
- 21-9 Cooperate with programs initiated by San Joaquin County to meet the farm-worker housing needs.
- 21-10 Publicize the provisions of Section 190 of the Internal Revenue Code, which allows taxpayers to deduct the cost of removing specified types of architectural barriers.

Special Housing Needs: 1982-1986 Quantified Objectives

- (A) Provide for a portion of all new ground-floor, multiple-family housing units to be usable by elderly and handicapped persons.
- (B) Encourage construction by private sponsors of the maximum feasible number of housing units affordable to "low," "other lower," and moderate income elderly households over the five-year planning period.

Energy Policy Area

(See Policy Area 27.)

The Environmental Factors section includes the City of Tracy's Conservation Element, Noise Element, and Safety and Seismic Safety Element.

Conservation issues in the Tracy General Plan area include water quality, protection of wildlife and vegetation, utilization of sand and gravel resources, conservation of soils and agriculture, preservation of historic and archaeological resources, and energy conservation. These issues are discussed in the Technical Supplement, Section 4.1.

Noise issues stem from conflicts between noise-generating uses, primarily heavily traveled high speed roads, and noise-sensitive uses, primarily residential areas and schools, and are discussed in the Technical Supplement, Section 4.2.

Seismic safety and safety issues, discussed in the Technical Supplement, Section 4.3, arise from the area's proximity to earthquake faults, the use and transport of hazardous materials, crime and fire hazards, and poor air quality in the San Joaquin County air basin.

4.1 CONSERVATION ELEMENT POLICY AREAS

Policy Area 22: Water Resources

(See the Technical Supplement, Section 4.1.1.)

Guiding Policy: Ensure that Tracy's long-range water needs will be met with water of high quality.

Implementing Policies:

- 22-1 Follow existing and future California Department of Public Health and U.S. Public Health Service water quality standards and support investigations of the effects of water contaminants.
- 22-2 Continue to cooperate with the Public Health District to develop a program for improving poorly constructed wells, which may be endangering groundwater quality.

Policy Area 23: Wildlife, Habitats, and Vegetation

(See the Plan Policies Report, Policy Areas 8 and 15, and the Technical Supplement, Section 4.1.2.)

Guiding Policy: Preserve and restore the city's biotic resources.

Implementing Policies:

- 23-1 Support sound programs of wildlife and vegetation management and programs that encourage and teach respect for the environment.

- 23-2 Public programs shall not significantly diminish the wildlife and vegetative resources of the planning area, and public projects shall consider the protection and development of wildlife habitat.
- 23-3 Encourage and support studies to identify the location and extent of endangered plants and devise strategies for their preservation.

Policy Area 24: Extractive Resources

(See the Technical Supplement, Section 4.1.3.)

Guiding Policy: Protect Tracy's gravel resources while minimizing the environmental impacts of the extraction process.

Implementing Policies:

- 24-1 Limit gravel extraction within the General Plan boundary to the area south of Linne Road and east of Corral Hollow Road.
- 24-2 Develop an excavation ordinance that requires, as a condition of excavation approval, a rehabilitation plan and schedule.
- 24-3 Require site rehabilitation bonds and reclamation of borrow and excavation sites according to the rehabilitation plan and schedule until the site is entirely rehabilitated.

Policy Area 25: Soil and Agriculture Resources

(See the Plan Policies Report, Policy Areas 2 and 8, and the Technical Supplement, Sections 2.0 and 4.1.4.)

Guiding Policy: Preserve agricultural resources in the General Plan area and minimize the conflicts between agricultural and urban land use.

Implementing Policies:

- 25-1 Limit rural residential and other urban development to the areas designated by the Land Use Element of the General Plan.
- 25-2 Support San Joaquin County policies and zoning actions that maintain agricultural land in viable farming units and, if appropriate, consider annexation of agricultural land to ensure its maintenance.
- 25-3 Stabilize expectations for continued agricultural use by controlling the sequence of urban growth as shown on the Land Use Element Map and prescribed in Policies 2-1 through 2-3.
- 25-4 Encourage home gardeners to take effective measures to control pests and crop disease and support enforcement of state laws requiring removal of orchards and vineyards that are no longer being maintained.

- 25-5 Support continued enforcement by the San Joaquin County Agriculture Department of existing regulations controlling use and disposal of agricultural chemicals.

Policy Area 26: Historic and Archaeologic Resources

(See the Technical Supplement, Section 4.1.5, and the Housing Element, Policy Area 17.)

Guiding Policy: Ensure that the city's archaeological and historic resources are preserved and protected.

Implementing Policies:

- 26-1 Support activities of individuals and historic preservation groups aimed at the selection and designation of sites and landmarks in the public interest.
- 26-2 Consider the development of an Historic District Ordinance to encourage through legislation the protection, rehabilitation, and maintenance of historic areas.
- 26-3 Prevent the further deterioration of known historic structures through restoration programs.
- 26-4 If evidence of archaeological artifacts is uncovered during construction, the contractor shall halt construction until a qualified professional determines the significance of the evidence and recommends appropriate mitigation measure.

Policy Area 27: Energy Resources

(See the Technical Supplement, Section 3.3.4 and 4.1.6; the EIR, Section 2.3; and the Plan Policies Report, Policy Areas 14 and 15.)

Guiding Policy: Reduce the consumption of non-renewable energy resources.

Implementing Policies:

- 27-1 The City of Tracy and other local public agencies, including school and special districts, as consumers of energy shall provide models for actions in the private sector by undertaking and publicizing energy efficiency and renewable energy resource programs.
- 27-2 The City of Tracy and local public agencies shall include energy efficiency and renewable energy resources use as criteria for approving capital and operational expenditures.
- 27-3 City government and local public agencies shall investigate state, federal, and utility grant opportunities to participate in innovative and experimental renewable energy resource programs, provided such participation does not directly or indirectly result in a diminution of services to residents or an increase in their tax burden.

- 27-4 Land development decisions shall consider the provision of access to sunlight and other energy conservation considerations, both for residential and non-residential land uses.
- 27-5 Follow energy conservation standards for new construction, as contained in Title 24 of the California Administrative Code.
- 27-6 The review and approval of development applications for commercial uses, including neighborhood, community, and regional shopping centers, shall explicitly address their energy consumption characteristics and shall incorporate measures designed to increase energy efficiency and the use of renewable resources.

4.2 NOISE ELEMENT POLICY AREAS

Policy Area 28: Noise

(See the Technical Supplement, Section 4.2.)

Guiding Policy: Ensure and maintain a quieter noise environment in the Tracy General Plan area.

Implementing Policies:

- 28-1 Maintain data for calculating current and projected noise contours for major noise generators.
- 28-2 Continue to require acoustical studies for new residential projects within 60 dBA Ldn or greater, using the contours provided in the Technical Supplement and updated contours where conditions have changed.
- 28-3 Apply State Noise Insulation Standards to new noise-sensitive uses, including single-family, detached residential developments, hospitals, convalescent hospitals, and rest homes.
- 28-4 Prohibit new residential land uses within present and future 65 dBA Ldn contours, unless effective shielding can be provided so that exterior noise level will not exceed 65 dBA Ldn.
- 28-5 Avoid locating new noise-sensitive uses on sites with greater than 60 dBA Ldn where possible.
- 28-6 Ensure that new commercial and industrial projects are designed to minimize noise impacts on neighboring noise-sensitive areas.
- 28-7 Consider adopting a Comprehensive Noise Ordinance to regulate noise emissions.
- 28-8 Adopt performance standards for noise buffer areas between residential and industrial/commercial uses.

- 28-9 Seek a commitment from Caltrans and others to build noise barriers along the I-205 Freeway where it traverses areas designated for residential use.
- 28-10 Limit the hours of operation of noise-generating uses and encourage the relocation of noisy equipment or replacement of noisy equipment with quieter equipment.
- 28-11 Limit use of unbroken solid walls along arterial streets to provide noise attenuation in order to avoid a monotonous, walled-city appearance. Alternatives shall include berms, setbacks, offsets in walls (10 feet or more), noise insulation, and buffering of noise-sensitive areas from the noise source by buildings, parking areas, or structures.
- 28-12 Increase selective enforcement of state noise control laws, and publicize the increased efforts.

4.3 SEISMIC SAFETY AND SAFETY ELEMENT POLICY AREAS

Policy Area 29: Geologic Hazards

(See the Technical Supplement, Section 4.3.1.)

Guiding Policy: Mitigate or prevent potential adverse consequences of geologic hazards.

Implementing Policies:

- 29-1 In order to evaluate land stability under both static and seismic conditions, continue to require geologic and soils investigations prior to approval of major commercial or industrial development, mobile-home parks, and subdivisions.
- 29-2 Require soil engineering and geologic studies as a part of design of new facilities that must remain operational following a maximum credible earthquake. These facilities include communication equipment centers, police and fire stations, emergency shelters, medical facilities, utilities, and major transportation routes.
- 29-3 Conduct an inventory of structures that are likely to fail or pose a hazard in an earthquake. Prepare a program for abatement of the hazards including identification of specific measures for preservation of architecturally or historically significant structures.
- 29-4 Inform owners of methods for reinforcing hazardous architectural ornaments, particularly parapets, cornices, and marquees.
- 29-5 Encourage further study of the San Joaquin Fault Zone and the Greenville Fault Zone and modify the Safety Element, as necessary, when the probable hazards caused by these fault systems are known.

Policy Area 30: Flood Hazards

(See the Technical Supplement, Section 4.3.2.)

Guiding Policy: Reduce the potential for flood damage in the Tracy General Plan area.

Implementing Policies:

- 30-1 Support monitoring programs by the California Office of Emergency Services for the San Luis and New Melones dams.
- 30-2 In areas where the Tracy City Engineer identifies a severe drainage problem, all new residential dwellings shall have the floor levels high enough to prevent water intrusion.

Policy Area 31: Hazardous Materials

(See the Conservation Element, Policy Area 4, and the Technical Supplement, Section 4.3.3.)

Guiding Policy: Reduce the possibility of accidents involving hazardous materials.

Implementing Policies:

- 31-1 The Tracy Fire Department shall continue to maintain emergency plans for accidents involving hazardous materials.
- 31-2 Take into account the risks involved in transportation of hazardous materials when reviewing locations of industries using such materials.
- 31-3 Review the Zoning Ordinance to ensure adequate control of locations of structures used for manufacture or storage of materials that could create a public hazard.
- 31-4 Evaluate precautions presently being taken in storage of hazardous materials.

Policy Area 32: Crime Hazards

(See the Technical Supplement, Section 4.3.4.)

Guiding Policy: Provide the highest level of crime prevention and fastest police response time possible within budgetary constraints.

Implementing Policies:

- 32-1 Solicit public participation when planning police programs.
- 32-2 The City of Tracy Community Development Department and the Police Department shall develop guidelines for crime preventive design of buildings and subdivisions and shall report on compliance prior to project approval.

Policy Area 33: Fire Hazards

(See the Technical Supplement, Section 4.3.5.)

Guiding Policy: Provide the highest level of fire fighting and fire prevention services possible within budgetary constraints.

Implementing Policies:

- 33-1 Continue public education programs for fire prevention.
- 33-2 Continue studies of means of improving fire protection south of the bow tie and add a third fire station in the vicinity of Tracy Boulevard/Central Avenue intersection or Tracy Boulevard/Schulte Road intersection.
- 33-3 Require on-site fire suppression capability in, and perform regular inspections of, structures in which there is manufacture or storage of materials that could create a public hazard in a fire.
- 33-4 Proposed developments shall provide appropriate on-site suppression capability and shall be reviewed by the Fire Department for compatibility with adjacent land uses and for potential fire hazards.

Policy Area 34: Emergency Preparedness

(See the Technical Supplement, Section 4.3.6.)

Guiding Policy: Maintain and monitor programs of emergency services for disaster relief and support.

Implementing Policies:

- 34-1 Continue educational programs and support other programs that make people aware of possible hazards and preparedness measures.
- 34-2 Specific disaster relief responsibilities of public and semi-public agencies, city departments, and the private sector shall be coordinated to eliminate overlapping responsibilities.
- 34-3 The city shall initiate and coordinate emergency preparedness drills. All persons responsible for implementation of the emergency plans shall be periodically briefed on their responsibilities and participate in drills at the appropriate level.
- 34-4 Project location, design, and scope shall be modified, if necessary, to balance emergency relief considerations with the primary function of the project.
- 34-5 Land use and design considerations, such as access, street widths and turnarounds, site and building design, and street naming and numbering systems, shall facilitate hazard prevention activities and emergency relief operations.



Policy Area 35: Air Quality

(See the Plan Policies Report, Policy Areas 12, 14, and 15, and the Technical Supplement, Section 4.3.7.)

Guiding Policy: Prevent significant deterioration of local and regional air quality.

Implementing Policies:

- 35-1 Cooperate with and support regional, state, and federal agencies to improve the air quality throughout the region's air basin.
- 35-2 Develop and implement a Reasonable Available Control Measure plan (including employee ride sharing, traffic signal synchronization, bicycle/predestrian facilities, energy-conserving street lighting, reducing automobile idling, modified work schedules, preferential car pool parking, and other control measures) in conformance with the Air Quality Management Plan for San Joaquin County.
- 35-3 Encourage private businesses and industries to implement all reasonable available control measures in conformance with the Air Quality Management Plan for San Joaquin County by publicizing the environmental and potential economic benefits of such programs.

The General Plan Map at a scale of 1 inch = 1,600 feet is located in a pocket inside the back cover of the report.

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